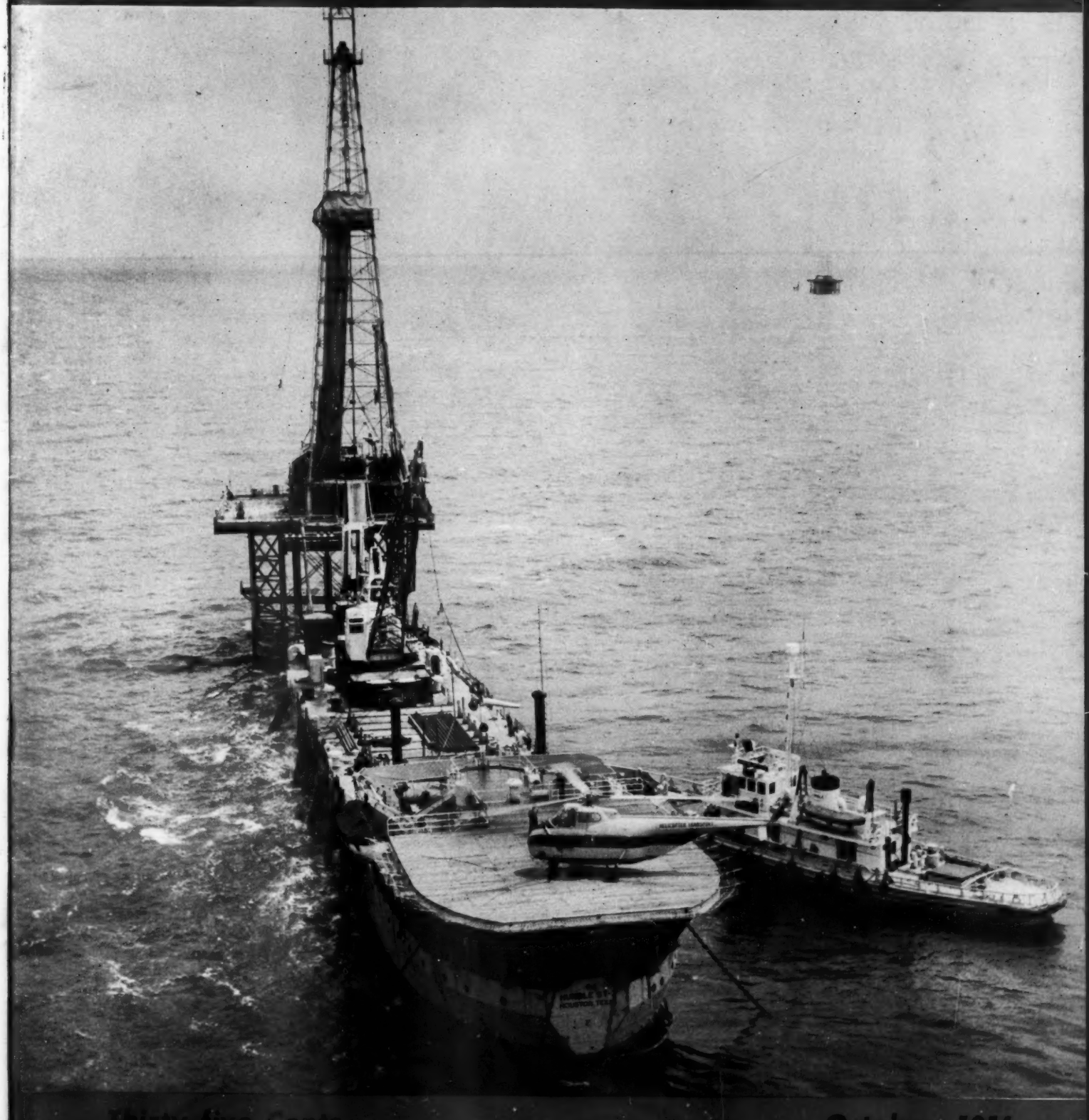
OFFSHORE OPERATIONS

Exploration • Production • Transportation



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OFFSHORE OPERATIONS

DRILLING ANYWHERE OVER WATER

VOL. 1 OCTOBER, 1954 NO. 2

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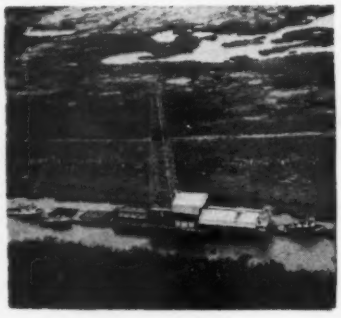

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The Boll Weevil Sez:

Well, this magazine is off to a rousing start.

We've got good "produlsion," like it said in the description of the Offshore Craft in the first issue. And we're learning every day. For example, in the article on Fred Sewart and his Sewart Seacraft, we discovered the oil "copanies" were just "veturing" into the Tidelands.

You know something? You might find other magazines on oil, but we have a monopoly on covering oil copanies. It's our private veture!

We know where we're going, too. Joe Small, of Austin, writes in and wants to know where the ---- Bay Marchland is. So we'll just tell him.

Go through Morgand Cidy. Turn lefdt at Berwicht. Go two miles until you come to Frenchie's. From there, you're on your own.

Frankly, we never heard of the place. It was supposed to be Lake Fortuna. Sign big as life on that rig saying O'Meara Bros. and giving the location.

For people who *never* make mistakes, we nevertheless find a lot of explaining to do. We could run a headline: ARNOLD V. WALKER INVENTS NEW METAL — 3" Steel Plating Light As A Feather — With A 50,000 Lb. Deckhouse (more or less) 86-foot *Sea Explorer* Doesn't Sink!

It all came about from an article we wrote on two boats recently launched by the Arnold V. Walker Shipyard, in Pascagoula, Miss. Even though we wrote it, we were still startled to discover, in bold, black print, that the deckhouse on the *Sea Explorer* had 3" shell plating.

We kind of got the notion it was a battleship instead of an exploration vessel, so we rushed over to get the dope.

The whole thing turned out to be a very slight exaggeration. Instead of 3", it should have read 3/16". But the error is so small we're sure it will be overlooked. Just a matter of maybe fifty thousand pounds!

In the same article, we discovered that another Walker-built boat had an astonishing feature. The *Crewmaster II* has a draft of 3' 6" at the 3" forward.

Now, this is particularly baffling. We've gone through all of the reference books we could find. Our retired naval authority, Capt. Scuppers Bilgewater,is currently aboard his skiff in the Harvey Canal, with tape measure, calipers, blueprints, etc., and with a slightly dazed expression aft of his starboard eye. His task: To pin down exactly the method of measurig draft at the 3" forward.

We know it can be done. It said so in OFFSHORE OPERATIONS!

Some of the "miscalculations" we've made would horrify the average editor. You'd read an item about him in the paper something like this:

"When last seen, Editor So-and-so was standing on the dock with the anchor from a converted LST wrapped around his neck, and holding a rock bit in each hand. From his forlorn expression, it was gathered that he'd reached the end of his rope and meant to jump in . . . R.I.P."

But it don't worry us! Dang it all, we told you right from the start we were crazy. Dumb enough to try anything. We're not even using the fact that we hired two — Two — TWO! proofreaders as an excuse.

(That ornery Curt Bishop, who worked up the Washington release and several other articles in this issue, is one of them.)

So we'll just skip over the whole deal and say you haven't seen anything yet. If you think boners were pulled in the last issue, wait until you see some of the others that come off the press. If anybody can pull lamebrained, idiotic, inexcusable blunders — you're listening to the character right now!

Maybe that's why we've worked up this dirty-dollar bill drive.

If you fellows want perfection, that lets us out. But we've a notion you don't mind reading after some down-to-earth, mistake-making, clabber-headed peckerwoods who don't know which end is up!

So we'll warn you about germs. That filthy luchre is loaded with them! And you don't want to catch anything, do you? That is, unless it wears a skirt. So just send some of your old wore-out dollar bills to us, and two will get you one and three will get you two.

One or two year subscriptions, we mean. That way, we'll slap your brand on our mailing list and you'll be assured of getting OFFSHORE OPERATIONS every month.

Hey — quit shuddering? The magazine is *bound* to be good for something! You could use it to stuff stuffing boxes. Or maybe there's somebody you don't like. Just send it to him—nothing worse could happen to him! **—Long John Latham**

Offshore Outlook

Washington — Clarification of the limits on Gulf of Mexico submerged lands is expected to be a topic before the next session of Congress, and generally speaking, an unpopular one.

The solons, for the most part, feel they settled the entire question when legislation returning ownership of the tidelands to the adjacent states was enacted. But now the further question has come up, with regard to some of the states, as to whether the ownership limit is three miles or three marine leagues.

Some Congressmen who were willing to "get out on a limb" in the fight for state ownership of the tidelands want to sit this one out. They feel a more positive distinction between state and federal ownership is purely a matter for the administration. Congress, they say, has already certified state ownership and provided the administration with all the authority it needs to straighten out the details.

The state ownership proponents — Louisiana, California and Texas — respected Congressional wishes and made no real effort to press for clarifying legislation during the recent session of Congress. The reasons are obvious. This is an election year, and most of the key Congressional races involved are scheduled for interior states — states where the "tidelands" issue is regarded as something of a tempest in a teapot.

The general interpretation here in the nation's capital agrees with the Congressmen — that the administration has already been specifically allotted authority to settle the issue.

Those close to the picture believe the Department of Interior has never officially brought to President Eisenhower's attention the fact that he has a further duty to perform — to settle state and federal ownership once and for all. These observers say that this lack of close coordination fits right in with other governmental developments since the inauguration, that Eisenhower is welding his administrative machine slowly, and does not yet have a smooth working team.

To all concerned, particularly the oil and gas industry, still further coordination of the Department of Interior and interested states is desirable. At present, because of conflicting theories of ownership and a general muddled situation, there is a "no-man's land" lying out in the Gulf between presumed state-federal ownership. Leases offered are carefully located so as not to touch this lost area.

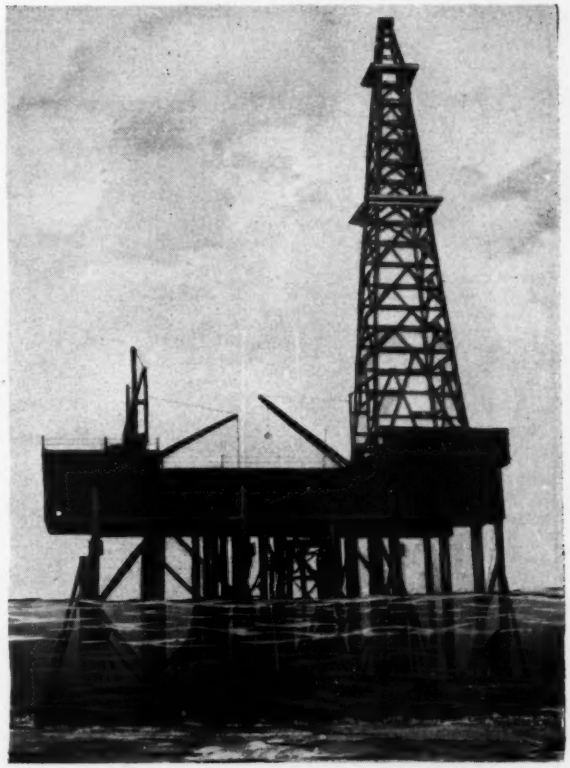
Also, some of the leases already bought and apparently still in effect might have to be split under a concise division of respective property rights. Certainly to oil men an agreed limit with provisions for an exchange of acreage to permit more flexible offerings by state and national governments, and more practical drilling programs by the industry, would be advisable.

Further clarifying action by Congress, in the opinion of most industry leaders, is "desirable if not essential." But it may not be forthcoming. Six long years was necessary to bring together congressional forces which pushed through the legislation that now stands on the books.

What happens next could well be termed the sixty-four million dollar question.

—Curt Bishop

Oil Drills Get Sea Legs



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Rig No. 44, Kerr-McGee Oil Industries, Inc., illustrated here, was designed to fit the widely diversified needs of an offshore drilling operation. This rig, now under construction at Ingalls' Pascagoula, Miss., shipyard, has an operating water depth of 40 feet. Air-conditioned living quarters for 42 men and an unusually large storage tank for reserve drilling water are among the features.

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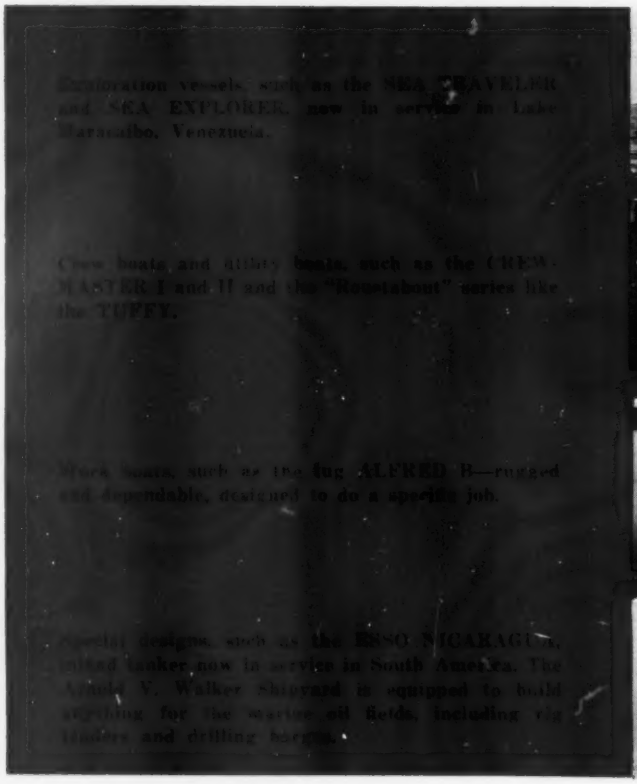

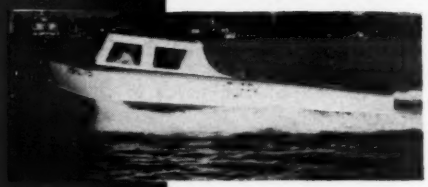

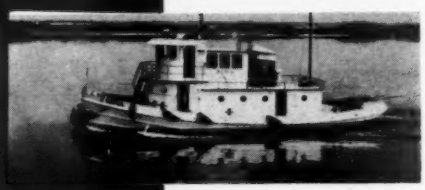

The Oil Industry Hasn't Joined The Navy — It Has Created One!

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OFFSHORE OPERATIONS

Cathodic Protection For Offshore Structures

by HENRY ALLEN
President, Allen Cathodic Protection Co.

FINDING oil and gas in the Gulf of Mexico and delivering it to terminals on land has presented many problems for operators to work out. The job they have done is tremendous and many obstacles have been overcome. But the one that continues to plague them is corrosion.

THE AUTHOR

Henry Allen, president and general manager of Allen Cathodic Protection Company, Inc., Harvey, La., and Houston, Texas, has been associated with the cathodic protection field for some ten years. During this time he has spent much time and effort on developing techniques for marine applications of cathodic protection both in the sacrificial anode and the forced current drainage systems. He is recognized as one of the foremost marine corrosion experts in the field.

After oil wells are successfully completed and are producing smoothly, this problem continues to grow and become quite expensive. You may ask many operators how to stop corrosion on these structures and the standard answer is usually a list of things not to do, with the exception of the underwater portions of the structure. Here it is mutually agreed that cathodic protection is the answer.

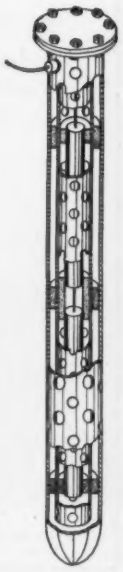
It has been our good fortune to have watched the many operators over a period of years in this trial and error method, and it seems that best results are obtained with monel sheathing in the tidal zone, vinyl coatings on the upper portions of the structure, and cathodic protection in the submerged portions. Many are testing polyethylene and vinyl tape coating and other materials for wrapping cylindrical surfaces exposed to atmospheric corrosion.

Magnesium anode type cathodic protection systems have been standard procedure in the past as this type system was, and is yet, very practical on these isolated structures. Due to the growth of offshore fields and production problems encountered, many operators are now providing A-C power for lights and other uses. This available power has led to the development of the rectifier-graphite anode type cathodic protection system which shows an economic advantage over magnesium anodes when power is available.

The graphite anodes that are used in this type system are very fragile, and must be protected to prevent damage from high seas. This has been a problem that has been worked out by using the seemingly impractical approach.

Top: A producing structure in the Gulf. Right: Steel anode holder for forced drainage cathodic protection systems (patent pending).

A graphite anode is encased in a steel pipe which is in direct contact with the structure to be protected. The graphite is insulated from the steel by using plastic pipe. Slots are cut in the steel and plastic pipe to allow current to flow from the anode to the structure to be protected. This type system will work only in sea water or equivalent as it requires a highly conductive electrolyte due to the fact that you have portions of the cathode within one and one-half inches of the anode. In sea water very little resistance has to be inserted in the circuit to divert current flow, and as a result the steel anode protector polarizes and the current immediately finds a lower resistance path from the anode to the cathode or structure.



The present type of cathodic protection systems are successfully protecting the underwater portions of these structures from corrosion. However, the exploration of new ideas to produce the desired results more economically are continuing.

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Fast, dependable crew boat service is our motto. We specialize in the quick, safe transfer of oilfield personnel to and from offshore drilling sites, in rugged, seaworthy boats capable of going anywhere in open water. You can count on us to cut non-productive hours going to and from the job to a minimum.

The ANN ROSE, above, 40'x12' crew boat powered with twin Diesel engines, averaged 23 mph on a run from the Leeville dock to Bay Marchand with 12 men on board. The ANN ROSE will carry 24 oilfield personnel.

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THE TEXAS E, shown right, may be inspected at the Seabrook Shipyard in Seabrook, Texas.

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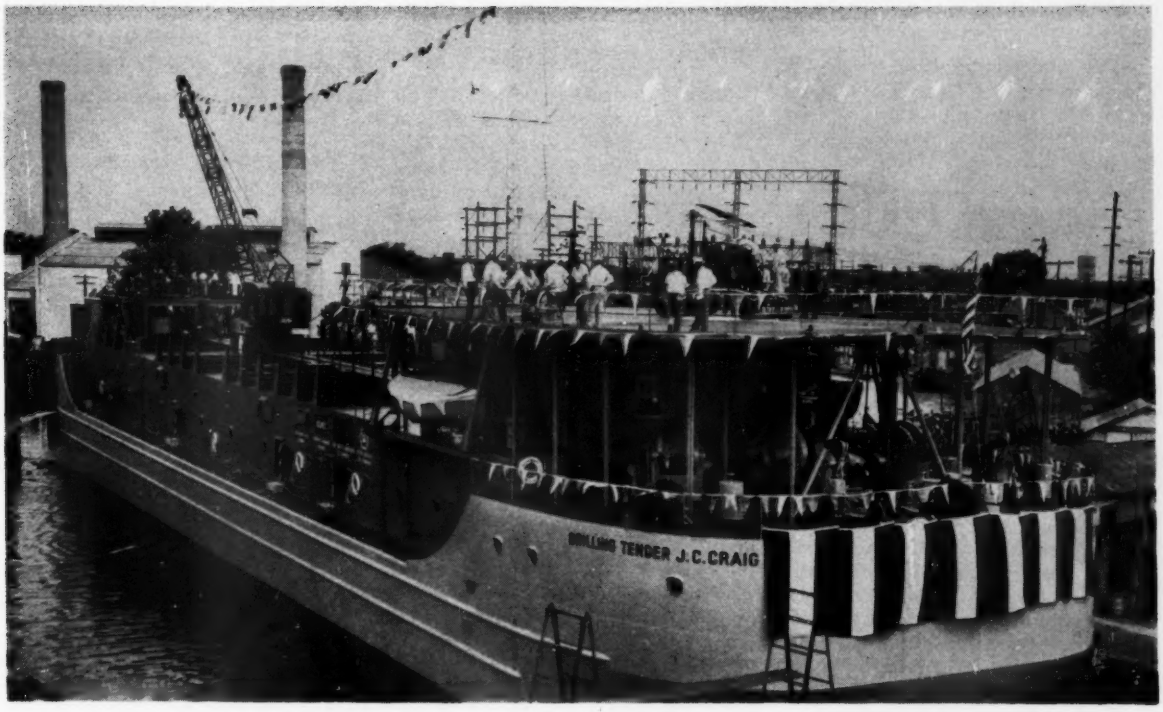
Write or call: **Dick Schwab**

1053 Mellie Esperson Building Phone FA-3510 Houston, Texas



CATC Launches New Tender

World's largest non-self propelled type drilling tender is capable of operations in water depths up to 100 feet

BY VENTURING farther from land than anyone else in search of oil, CATC has established a record. With the launching of its new drilling tender, the **J. C. Craig,** on August 26, the group has set still another record.

The **J. C. Craig** is the largest and heaviest non-self propelled drilling tender ever constructed. It is the first of two $1,500,000 drilling tenders to be built by the Levingston Shipbuilding Company for CATC—Continental Oil Company, Atlantic Refining Company, Tide Water Associated Oil Company and Cities Service Oil Company.

Continental is operator for the group, and the vessel is named after the company's superintendent of offshore operations (See **Auxiliary Floating Equipment,** J. C. Craig, September issue of OFFSHORE OPERATIONS).

The **J. C. Craig** is the first floating, non-self propelled type drilling tender to be built in Texas. An exclusive design by Conoco engineers, it is tailor-made for CATC operations. It is 260′ long and 54′ wide, and built to class under the rigid inspection of the American Bureau of Shipping, United States Coast Guard and U. S. Public Health Service.

Accommodations . . . The vessel provides comfortable air-conditioned quarters, recreation and galley facilities for 48 men. Each room is equipped with a thermostat for individual temperature control. Besides recreation, dining and bunk rooms, the **J. C. Craig** has laundry and radio rooms, the latter equipped with an FM unit for ship-to-shore communications. Workmen also have television, writing and card tables, a small game room and the latest in appliances—an electric washer, dryer, cooking units and a walk-in food freezer.

Storage facilities . . . All drill pipe, casing, mud pumps, cementing unit, active mud pits, bulk mud and cement storage are located on the tender. The ship has storage facilities for 2,400 barrels of active or reserve drilling mud, more than 13,000 barrels of drilling water, 825 barrels of fuel oil, 4,200 sacks of dry bulk mud and 2,200 sacks of bulk cement.

Depths up to 100 feet . . . The new CATC tender can be used for offshore drilling in waters from 15 to 100 feet, where it is too deep for drilling by conventional submersible drilling barges. It has seven anchors for mooring and can withstand waves better than eight feet high. During rough weather it will be backed away from the drilling platform, but will be towed to port

(Continued on next page)

Mrs. J. C. Craig accepts congratulations after the launching. The vessel is named after her husband.

only when hurricane weather is forecast.

The tender has a crane with a 70' boom to transfer quantities of pipe from the ship's pipe racks to the drilling platform and to unload tubular goods and other materials from supply boats. It also has a two-way pipe handling system for moving individual pipe units to the drilling platform.

Safety features . . . Safety features include two 25-man lifeboats and a carbon dioxide fire fighting system throughout the ship. Crews will have 12-hour shifts with 12 hours off, and will work two week tours with one week off.

The **J. C. Craig** will be used first in an exploratory test in the West Delta area of Louisiana in conjunction with one of CATC's tender-type drilling platforms. CATC now owns six of these platforms, which are worth approximately $350,000 each.

The second drilling tender being built by Levingston for CATC is expected to be completed by mid-November.

History of the CATC Group . . . Organized in July, 1946, CATC is so-called because of the first initial of each participating company — Conoco, Atlantic, Tide Water and Cities Service. The group did extensive seismograph work off the Louisiana coast for three years, then halted operations during the tidelands dispute.

First well . . . CATC spudded its first well in March, 1952, in Louisiana's West Bay, about five miles off Plaquemines Parish. It resulted in the discovery of the West Delta Field, where the group now has eight wells producing an average of approximately 1,500 to 2,000 barrels daily under present Louisiana allowables. It also has three shut-in gas wells, two in West Delta and one in its newly discovered West Cameron Block 192 field, approximately 35 miles off Cameron Parish, the greatest distance man has ventured from land in search of oil.

Exceptional record . . . CATC's percentage on successful wells has been exceptional. Of 15 wells completed to date, 11 have been oil or gas producers. Four were dry holes. CATC is currently drilling four additional wells, three development wells in the West Delta area and an exploratory well in the East Cameron area off Cameron Parish, La.

CATC has approximately 9,500 producing acres off Louisiana, 285,000 undeveloped acres off Louisiana, and 29,000 undeveloped acres off Texas.

SHELL OPENS NEW PAY OFF PLAQUEMINES PARISH, LA.

Shell Oil Co. has opened a new pay in the South Pass Block 27 area off the coast of Plaquemines Parish, La. The company's No. 1 State Lease 1011 gauged 250 barrels of oil daily through an 11/64-inch choke from 7430-40 feet. Gas-liquid ratio is 580 to 1. The company is currently drilling an offset slated for 11,000 feet on the adjoining State Lease 1012.

MAJOR GAS STRIKE MADE BY STANDARD OF TEXAS

Standard of Texas has made what is believed to be a major gas strike near Padre Island, off Kleberg County, Texas, but will complete the well in a higher oil sand.

Drilling a directional well from the same platform from which they completed the first successful wildcat in the Texas tidelands, the company reports two gas pays, one at 8,802 feet and the other at 9,282 feet. But Well No. 56, State Tract 948, Gulf of Mexico, will be completed in an oil sand running some 20 feet higher structurally than the discovery well drilled from the same platform, and is reported a better well.

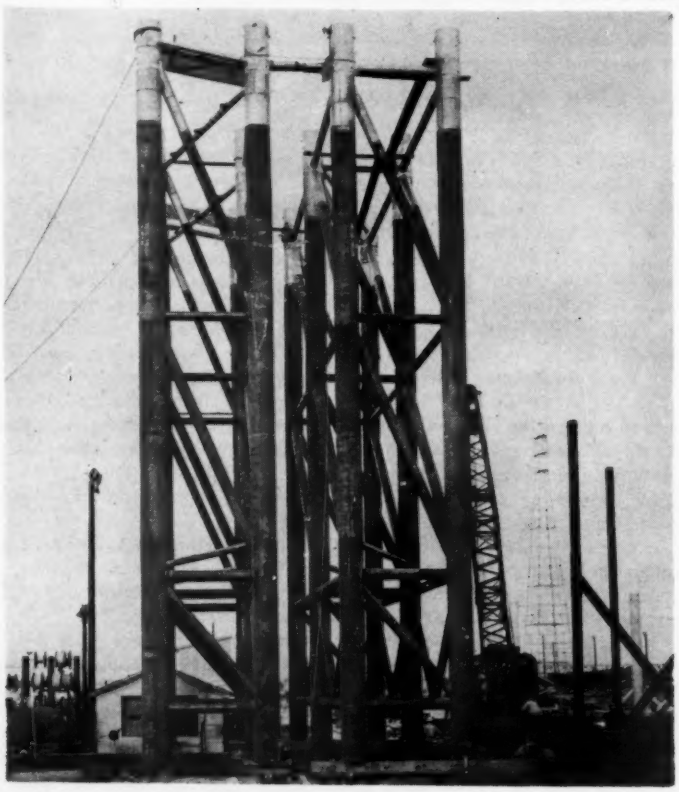
The discovery well flowed 348 barrels of oil.

Location is about 30 miles southwest of Port Aransas, and one and one-half miles off Padre Island. The company plans two more directional wells from this platform.

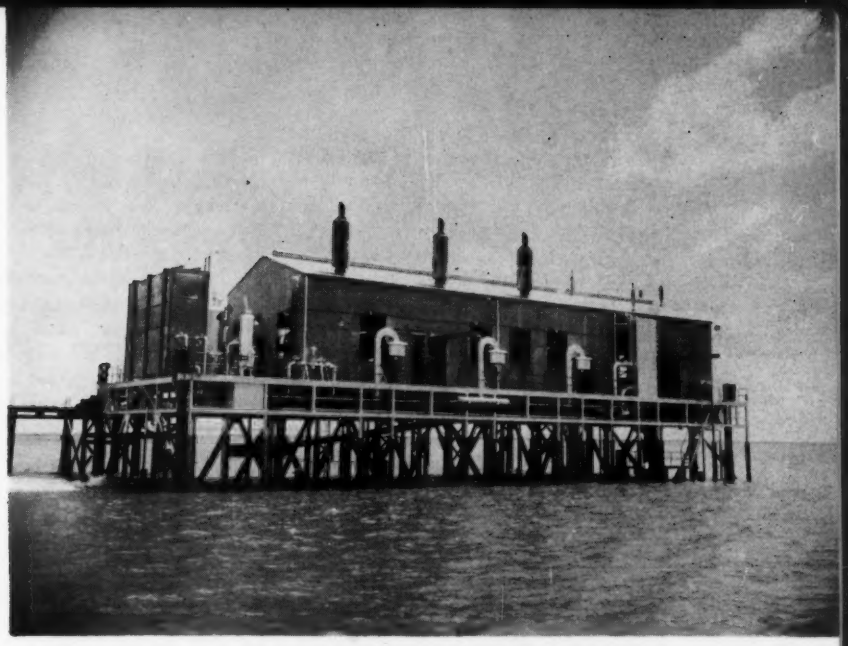
KERR-McGEE PLANS 9,000-FOOT TEST

Kerr-McGee Oil Industries, Inc. plan a 9,000-foot test in the Main Pass Block 52 area off Plaquemines Parish. The well will be the No. B-1 State Lease 1272.

Humble Oil & Refining Co. is drilling below 10,500 feet on the Gulf of Mexico No. 1, State Tract 692, off Aransas County, Texas. Proposed depth is 12,000 feet.



Thought to be the longest pipe jacket ever built, this giant structure looms over the Avondale Marine Ways, Inc. yard in New Orleans, La. The bright sections on the ends of the pipe are monel wrapping, located in the splash area to counteract corrosion.



Barge-Mounted Compressor Stations

by ROBERT E. MURPHY

Levingston Shipbuilding Co.

Techniques of drilling for oil and gas in the swamp areas along the Louisiana and Texas coasts have improved over past years. Initially, drilling was performed from piling platforms which were costly to erect as well as salvage. But drilling barges have replaced the need for piling and reduced locational costs.

Barge-mounted compressor stations, floating or submersible, are an evolution from the drilling barge. The Levingston Shipbuilding Co., of Orange, Texas, pioneers in the development and construction of both submersible drilling barges and compressor stations, were the first to successfully mount a complete compressor station on a barge.

This initial unit, a floating non-submersible type built in 1946, consisted of a barge 40′ x 25′ x 5′ deep on which was installed a 225 hp Ingersoll-Rand Type 6XVG direct connected 2-stage compressor, together with all auxiliaries. In order to place the unit on-stream it was necessary only to connect the suction and discharge lines and go to work.

The original compressor station has been followed at Levingston by progressively larger and equally successful units. The *Vietti,* recently delivered, is the largest of its type ever constructed. This unit measures 220′ x 48′ x 8′ deep. It is of the submersible type, which means the entire barge hull will be submerged under water while the unit is in operation. The plant consists of six HRA-6 Clark Bros. angle-type compressors totaling over 3900 hp, cooling water pumps, cooling tower, scrubbers and other related equipment. The equipment is housed on a steel superstructure which is 28′ above the bottom of the barge. The *Vietti* is designed to handle natural gas in

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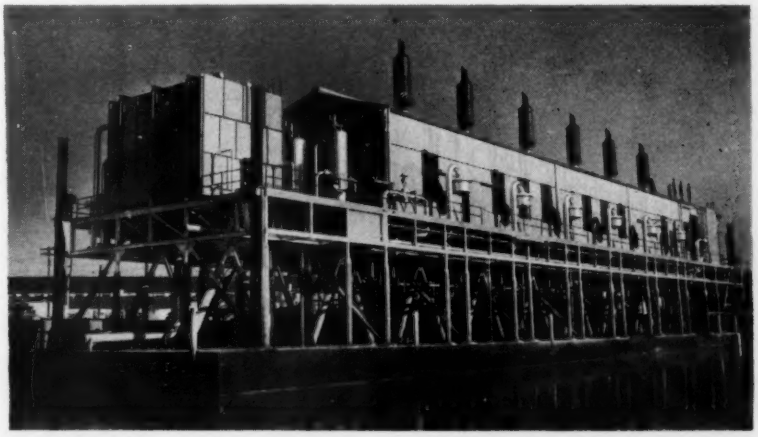


Top: View of a submersible compressor station on location. Below: This is the largest barge-mounted compressor station ever constructed, the VIETTI. It is 220′ long, 48′ wide, and 8′ deep. The entire barge hull will be under water while the unit is in operation.

the vast gathering system of the lower coastal fields.

A submersible type barge is designed to submerge and refloat itself, requiring the assistance of a tug only during movement. Upon arriving at the location, the barge is submerged into position. This is accomplished by permitting sea water to enter the hull through the sea chests which are located in the side of the barge. Should it become necessary to move the compressor station to a new location, the ballast water is discharged by means of deep well pumps which are used for raw water circulating pumps. The pumps take suction from individual pump wells located in one of the hull tanks. The wells extend substantially to the bottom of the barge and upward to the level of the superstructure on which the pump drivers are mounted.

Spuds consisting of wide flange beams are installed on each corner of the barge for the purpose of mooring the vessel. In the case of a floating, non-submersible type, the vessel is free to ride on the spuds, thereby allowing for changes in the water level. Removal of the spuds is performed with a short stroke hydraulic jack.

The hulls of the compressor stations are of welded steel, and are designed and constructed to carry the weight and eliminate the vibration of the compressors. A galvanized steel building is erected on the equipment platform level to provide an enclosure to protect the compressor and other machinery from the weather.

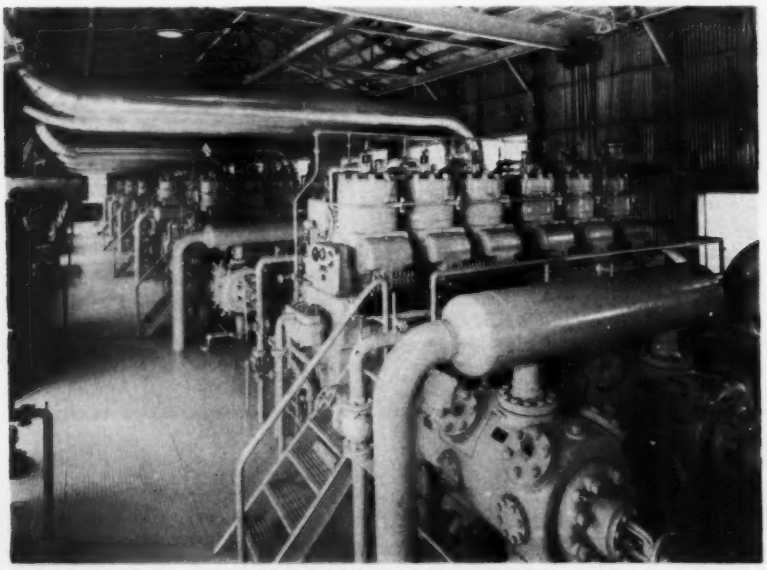
Gas compressors are essential in oil fields for two reasons: To boost low pressure gas to a sufficiently high pressure for use in gas-lifting wells, and to boost low pressure gas to a point that will permit its transmission for sale or return to an underground reservoir.

The barge-mounted compressor station is a solution to the problem in oil and gas fields located in remote marsh lands or offshore where acceptable foundation soils are not present, and where access to the location is by boat or aircraft. The plant can be salvaged at a minimum cost. Foundations are unnecessary. Being mobile, locational problems are greatly reduced; and if extensive repairs or remodeling should be necessary, the barge can be moved to a shipyard or the operating company's marine repair yard where the work can be performed.

The basic principle of the compressor station is equally adaptable to absorbtion plants, dehydration plants or gasoline extraction plants.

THE AUTHOR

Robert E. Murphy, director of public relations for the Levingston Shipbuilding Co., in Orange Texas, is a native of New Orleans. He has been associated with the firm since 1950. During World War II, he served two and one-half years with the 81st Infantry Division. He is married and has one child, a girl.



A view of the six Clark HRA-6 660 angle-type compressor units mounted on the submersible compressor station VIETTI.

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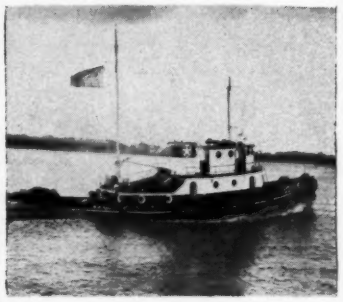

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CATC Group Will Drill In 97 Feet of Water

Combine will establish a depth record with exploratory well to be drilled off Grand Isle, La.

THE CATC combine—Continental Oil Co., Atlantic Refining Co., Tide Water Associated Oil Co. and Cities Service Oil Co.—is planning an exploratory test that will establish a new depth record for offshore drilling.

The combine now has under construction for this purpose one of the largest self-contained, template type drilling platforms to be erected to date.

Being built by J. Ray McDermott & Co., Inc., general marine contractors of Harvey, La., the big platform measures 220' x 106' and can be used in waters up to 100 feet deep. Cost of construction will be about $1,500,000. The deck of the platform will be 50 feet above the water, and it will be the first structure of its type to feature cross bracing above the water line. Previously, cross bracing for such platforms has been at the water line, which results in a high degree of corrosion from the alternate wetting and drying process.

The giant platform will have 24 pilings, each 30 inches in diameter. It is completely self-contained and will have quarters for 30 men, a helicopter landing deck and storage facilities for all necessary drilling equipment. It will be completed in November and will be used almost immediately in an exploratory drilling test off Grand Isle, La. in 97 feet of water.

The combine already holds the record for venturing farther from land than anyone else in search of oil—35 miles off Cameron Parish, La.

MAGNOLIA ERECTING OFFSHORE STRUCTURE

The Magnolia Petroleum Co. is assembling on location, off the coast of Jefferson County, Texas, a big new platform from which it will test its 11,520-acre lease in the Gulf of Mexico.

The company has set up a base in Sabine Pass to service the operation.

The multi-well structure—five directional wells may be drilled from it—is being erected in 35 feet of water. It is a template-type platform, and will be completely self-contained. The main deck will accommodate the rig, drill pipe, casing and other equipment, and will measure 256' x 53'. Quarters for the crew will be on a separate platform, 55' x 46', connected to the main unit by a catwalk.

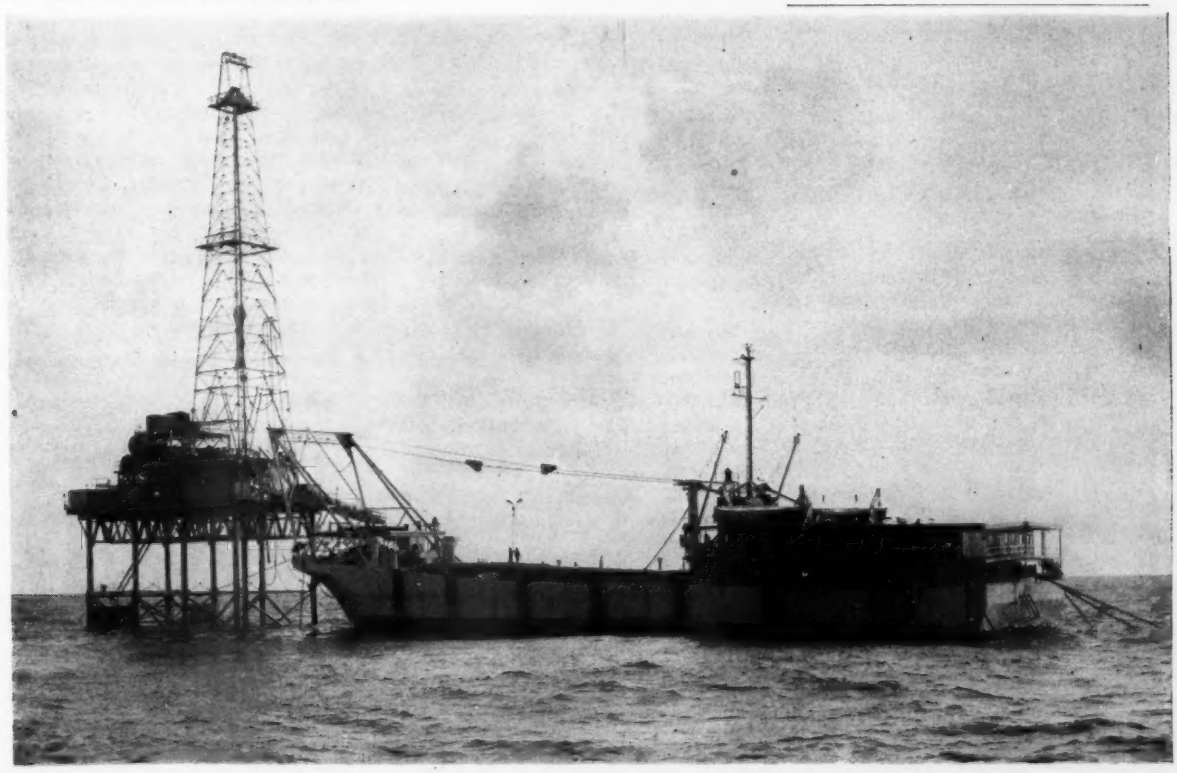
The platform deck will be 35' above the water.

Gulf paid the State of Texas $4,500,000 for two 5,760-acre leases in the area.

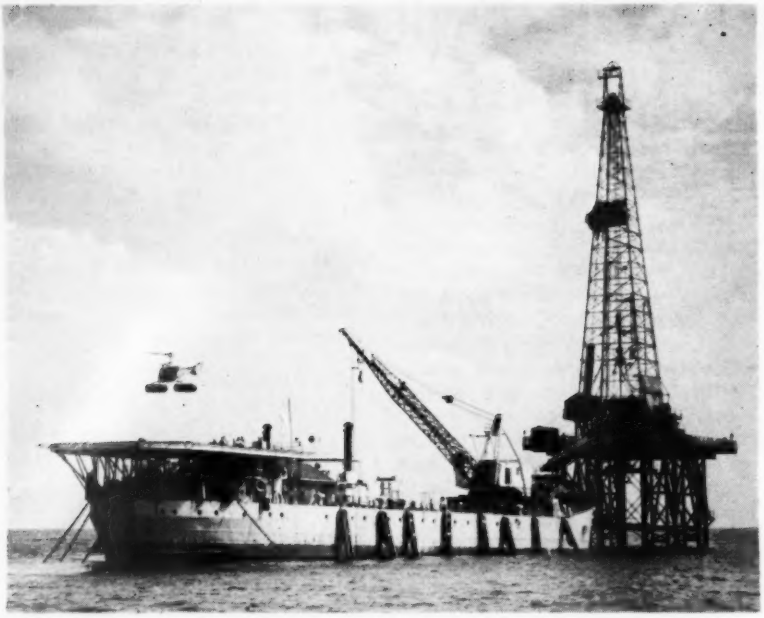
PLANS FOR SUBMARINE PIPELINE ANNOUNCED

Forty-eight miles of submarine pipeline will be laid off the coast of Louisiana to serve Block 126 of the Eugene Islend field. Laterals are planned to serve adjacent areas, as well.

The 12-inch line, termed the longest and biggest underwater pipeline in the world, will be jointly owned and operated by Continental Oil Co., Magnolia Petroleum Co. and Newmont Oil Co. The contract has been awarded to Brown & Root, and the line is expected to be completed in 1955. The line will carry both oil and gas.



This CATC location, 35 miles off Cameron Parish, La. in 58 feet of Gulf of Mexico water, represents the greatest distance man has ventured from land in search of oil. CATC will establish a new depth record when it drills in 97 feet of water off Grand Isle, La.



A helicopter landing on a drilling tender on location in the Gulf of Mexico.

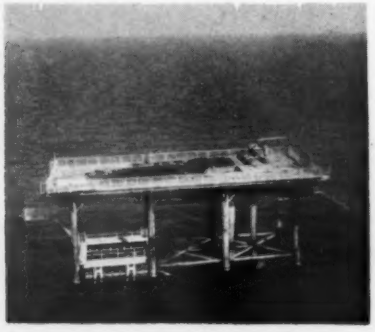
The "Whirly-Birds"

OPERATION UPLIFT

by FRANK W. LEE
Vice-President, Petroleum Helicopters, Inc.

ALONG WITH the tremendous upsurge of interest in offshore drilling, there appeared a need for fast, dependable transportation to offshore drilling sites, as well as realization of an ultimate need for the same type of transportation to future producing platforms.

Since these drilling sites would necessarily have a very limited landing area, and in most instances would be located in waters too rought to land an amphibious type aircraft with any degree of dependability, the helicopter seemed the ideal answer.



A producing platform in the Gulf. The helicopter is being widely used for pumper and gauger transportation.

Petroleum Helicopters, Inc., an organization that has been operating helicopters in conjunction with exploration crews in the marshes since 1949, recognized this need and obtained two large Sikorsky S-55 transport helicopters from Sikorsky Aircraft Corporation in Bridgeport, Conn. At the time the firm purchased these larger helicopters, one of the major oil companies was in the process of converting its LST drilling tenders to accommodate the landing of the Sikorsky S-55. These landing areas, located on the stern of the LST or tender, are approximately 50′x 60′ in size, constructed of light gauge steel plate or wooden timbers, and stressed to enable them to absorb an impact load of approximately 9,000 pounds.

The first use of helicopters to transport offshore drilling personnel from land base to drilling sites in the Gulf of Mexico was initiated in April of this year. Like any new operation, this one proceeded slowly at first, with the aircraft company devising procedures as the need arose. But after working out numerous operational problems, as well as scheduling difficulties, two of the S-55's are now servicing seven rigs in the Gulf at flight distances ranging from 6 to 40 miles from the helicopter base. The helicopters fly the 40-mile trip to the fartherest rig in about thirty-five minutes.

Use of the "air taxi" allows some of the towers to be changed every eight hours, eliminating the need for food and lodging on the tenders. Others are changed every five days. In the latter case, since there are approximate-

The "whirly-birds" have proved their worth for seismic work in swamps and marshes.

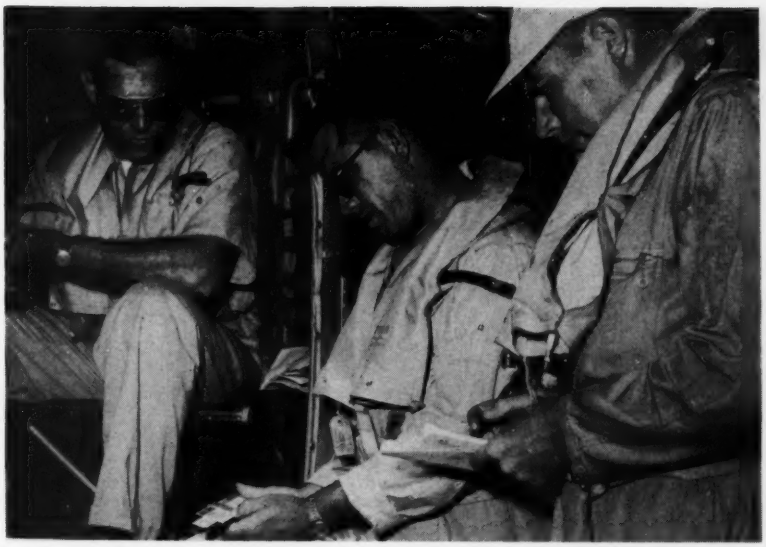
ly 50 men assigned to each rig, the personnel work weeks are staggered to enable the helicopter to make the necessary changes by flying only two trips per day to each rig.

At the same time Petroleum Helicopters, Inc., inaugurated their S-55 Sikorsky operation, they put under contract a Bell Model 47 three-place helicopter to be used for the transportation of pumpers to offshore producing platforms.

Previously, the pumper or gauger lived on the platform, along with a cook and their necessary supplies. But use of the helicopter allows the pumper to make his rounds to the various producing platforms in one eight hour period, returning to his base at night. The housekeeping angle is dispensed with. When the Bell is not being used for pumper transportation, supervisory personnel utilize it for inspection trips to the various drilling rigs as well as producing platforms. The speed with which these trips can be made by helicopter enables the supervisor to spend more time at his base attending to paper work and other duties.

During each week of the coming months, the two S-55's will transport approximately 170 men each day, either to the offshore drilling tenders or from the tenders to the base. To accomplish the transportation of this number of men, as well as their personal equipment and cargo, the helicopters will make a total of 22 round trip flights during each 24-hour period.

During the five months since the helicopter made its "wildcat" test, the aircraft has received solid recognition as a necessary and integral part of the offshore oil industry, and more and more operators are showing a marked degree of interest in its success. If this interest is any yardstick, more and more "whirly-birds" will be making their appearance in the Gulf Coast area as the tempo of offshore operations is stepped up.

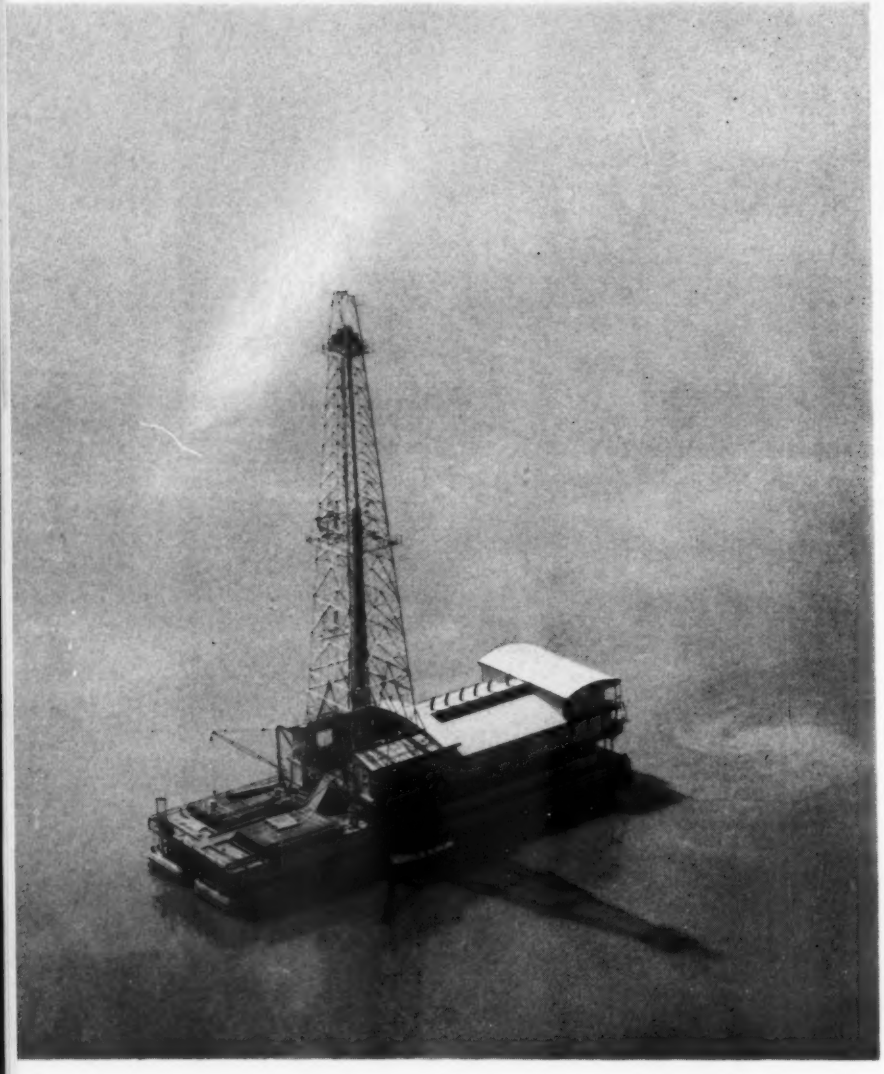


Top: Elson Hingle, mechanic, Jay Young, senior pilot, and Stan Clay, pilot, make a final check before taking off from the land base. Two helicopters are currently servicing seven rigs in the Gulf, at flight distances ranging up to 40 miles from the helicopter base.

Center: A helicopter coming in for a landing on a drilling tender anchored in the Gulf.

Bottom: Passengers disembark on the flight deck of the drilling tender. The helicopter flies the 40-mile trip to the most distant rig in about thirty-five minutes.

DRILLING BARGES... *One of a Series*



The BLIND PASS

THE submersible drilling barge **Blind Pass** is an example of a powerful mobile drilling unit capable of handling any contemplated drilling job in the Gulf Coast area. Built for Richardson and Bass by the Levingston Shipbuilding Company of Orange, Texas, it measures 190' long and 54' wide and 12' deep. It has three decks. The lower deck houses the pump room, slush pumps, active and reserve mud pits, mud laboratory and storeroom. On the second deck is the 156' derrick, drawworks, and power plant, dry mud storage and crew change room. The third deck houses air-conditioned, sound-proof living quarters, galley and office.

The power plant for the **Blind Pass** consists of five Superior PTDGS-8 supercharged vertical four cycle full diesel oil field power units, equipped with air dual fuel equipment.

Its rig is National Supply's Ideal 160 Consolidated Rig. Its slush pumps are two Ideal type E-700 power driven slush pumps, complete with fluid piston rod lubrication system and one C-350. Its storage capacities are 1,120 barrels of fuel oil, 30 barrels of mud in the active pits and 1,520 barrels in the reserve mud pits with an additional 120 barrel settling pit. The water capacity consists of 1,458 barrels of fresh water and 1,000 gallons of drinking water.

News from the
SHIPYARDS

First Drill Tender Built Specifically For Offshore Use

THE first new drill tender built specifically for offshore operations was launched recently by the Equitable Equipment Co., of New Orleans.

The **Kermac II,** designed and built by Equitable for Kerr-McGee Oil Industries, Inc., is 250′ length overall, with a 50′ beam and 15′8″ mouded depth. Outfitted similar to the **Kermac I,** a converted YF barge used by Kerr-McGee in drilling operations that opened the first offshore oil field, the new tender differs from the old in these respects:

It will have a house topside, an elevated platform on the stern, and a sea wall. Anchored alongside the drill rig, the new tender will be used as a self-contained power plant in conjunction with platform or other type drilling. It has living space for necessary rig personnel, and all quarters are air conditioned. Built in accordance with the American Bureau of Shipping and U. S. Coast Guard standards, the tender is capable of being placed in service anywhere in the world.

Newly constructed from the keel up, this first "brand new" YF barge built for drilling purposes points up Kerr-McGee's continued interest in offshore operations.

First well . . . Kerr-McGee pioneered offshore drilling techniques, and was the first company to bring in a deep water offshore well that produced oil in commercial quantities. The well was brought in near Morgan City, La. in 1947.

Since that time offshore operations have been an important phase of the company's drilling activities. Six of the 18 rigs now operated by Kerr-McGee are employed offshore in the Gulf of Mexico.

The company recently launched a deep-water submersible drilling platform, now being outfitted in the Ingalls Shipbuilding Corporation's wet dock in Pascagoula, Miss.

Two steam rigs . . . Twenty-five years ago, Kerr-McGee began drilling operations with two steam rigs. This number gradually increased until several dozen rigs were being used during the war years. Since the war, Kerr-McGee has directed its activities toward deeper and more specialized drilling, using fewer rigs and more specialized equipment.

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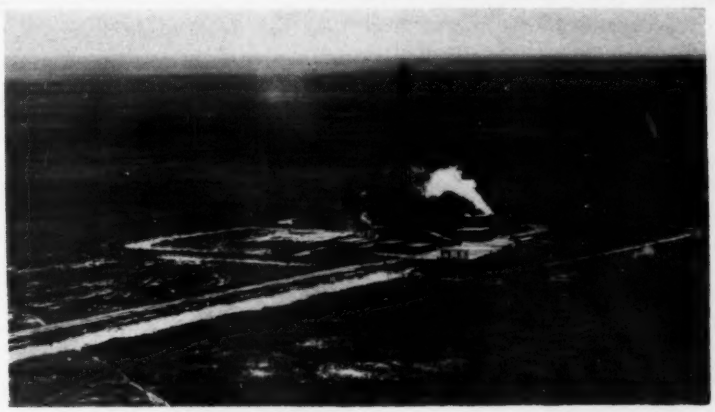


Offshore in the Marshes . . .

TO REACH this drilling site in the Louisiana marshlands, Coastal Draglines, Inc., of Lockport, used three barge-mounted draglines to construct four and one-half miles of road fill. The job, completed in just forty-two days, involved crossing two 50′ wide bayous, nine sloughs, and the erection of eleven army-type bridges. Three miles of the road was boarded, and one and one-half miles shelled. Approximately 1½ million board feet of timber went into the road, and a 400′ x 400′ area, excepting the reserve pit, was boarded around the derrick. Five layers of boards were laid under the derrick. This is a Texas & Pan Am location, near Boutte, La. There are now eight producing wells in the area.

The company pioneered the use of submersible mobile platforms for deeper water offshore drilling. Their Rig 40 has been operating successfully in this field since it was first used in 1950.

Rig 40 is designed to operate in water depths up to 24 feet. The new mobile platform, Rig 44, will operate in depths up to 40 feet, and will open for development a much broader horizon of the continental shelf.

World-wide channels . . . The company's operations have spread into world-wide channels since its inception 25 years ago. As drilling contractors, Kerr-McGee equipment has operated in Saudi Arabia, Mexico, Alaska, Israel and Cuba.

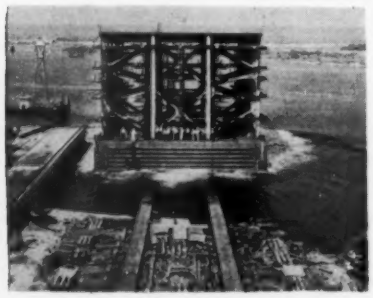
First major production . . . The company's first major production resulted from participation in 14 wells in the Oklahoma City field in 1931 and 1932. First gas production was obtained in the Texas Panhandle where 29 gas wells were drilled in 1935-37.

Today the company is engaged in drilling operations, oil and gas production, exploration, refining, research, natural gasoline production and mining.

Equipment and personnel . . . To carry on this vast operation, Kerr-McGee operates 18 rigs—six of them offshore—seven airplanes, more than 130 passenger cars, over 120 trucks and more than 25 trailers.

Some 1200 employees carry the Kerr-McGee banner into the four corners of the earth.

Company activities are coordinated from the home office in Oklahoma City. Kerr-McGee has division offices in Houston, Midland and Sunray, Texas; New Orleans and Morgan City, La.; Shiprock, New Mexico, and Casper, Wyoming.



Kerr-McGee's new mobile platform, Rig No. 44, recently launched at the Ingalls Shipbuilding Corporation's Pascagoula, Miss. yard.

MAGNOLIA HAS SHUT-IN LOUISIANA GAS DISCOVERY

Magnolia Petroleum Company has a shut-in gas discovery in the Eugene Island Block 50 area off Iberia Parish, La. The company's No. 1-D State Lease flowed 1,729,000 cubic feet of gas daily through a 15/64-inch choke from 3628-38 feet, with a tubing pressure of 1370 pounds. The well was drilled to 12,862 feet, but failed to log shows in the deeper formations.

ST. BERNARD PARISH WILL GET WILDCAT

Union Oil Co. of California made location for the No. 1 State Lease 2176, a new St. Bernard Parish wildcat in the Chandeleur Sound Block 2 area.

PHILLIPS HAS WILDCAT WITH SIX POSSIBLE PAYS

Phillips Petroleum Co. has a Gulf of Mexico wildcat with indicated pay sands at six levels between 7707 and 10,135 feet. The well is in the West Cameron, La. block 40 area, about 10 miles off Cameron Parish.

Casing has been set at 12,380 feet in the No. 2-A State Lease 1436, with a total depth of 14,072 feet. Final tests are being made.

OFFSHORE TESTS PLANNED

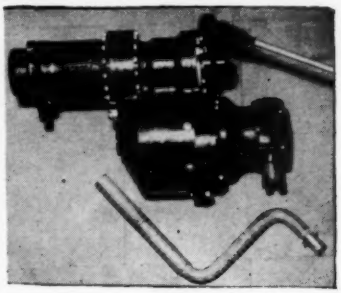
The Texas Co. has announced plans to drill an offshore test off the coast of Galveston County, Texas, on its State Tract 137 later in the year. Seven major companies are now active, or planning operations, off the Texas coast, and two new combines have announced leasing and drilling programs for the near future.

TEXAS BRIEFS . . .

Gulf Oil Corporation is drilling below 10,500 feet on its No. 1, State Tract 794, about eight miles southeast of Aransas Pass. Proposed depth is 11,000 feet. Gulf paid $3,065,880 —$532 per acre—for the 5760-acre tract.

Sun Oil Company has completed a directional hole from a land location on Padre Island, bottomed some 2400 feet out in the Gulf. Location was off Kenedy County, Texas, and the test was a duster at 9,209 feet.

INERTIA STARTERS!



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HULL "461"

The CYPRESS

A major oil company presented Gulfport's engineers with a problem. The solution is typical of the fine designing ability and craftsmanship one can expect from the shipbuilding firm located "on the highway to the sea"

Recognizing the need for new and dependable marine equipment, designed to do a specific offshore job, a major oil company recently drew up certain rigid requirements for a vessel to transport crews and light supplies to and from drilling sites in the Gulf of Mexico. Operations were scheduled as far as forty miles from shore.

The original design called for a boat that would accommodate a minimum of 34 passengers and six crew members. Construction was to be of steel. Twin-screw diesel power was specified, with supplementary requirements in speed, seaworthiness and maneuverability. In the final analysis, and even though the boat was to be of a new and different design, the oil company engineers wanted to know *exactly* how it would perform before the keel was laid.

The problem was turned over to the Gulfport Shipbuilding Corporation in Port Arthur, Texas, and the firm's engineers and naval architects set about perfecting a hull that would perform as expected. To do this, three models were tank-tested, the final model being an efficient light displacement type double chine design that proved highly successful. The design met every requirement for speed and maneuverability.

With this preliminary work behind them, construction of the first vessel of this type, the *Cypress*, was begun. Dimensions are 85'-8" length overall, 21'-2" beam, and 5'-7" mean draft. Of all steel welded construction, the hull has a 5/16" shell and deck plating and bulkheads ¼". The hull is divided by three transverse watertight bulkheads, forming four watertight compartments. The forward compartment forms the chain locker and ballast tank. Just aft of the chain locker is the crew's quarters.

The superstructure has 3/16" plating, insulated throughout, and consists of pilothouse, galley, passenger lounge, sick bay and toilet. The sick bay is an unusual feature in such a vessel, provided to transport injured rig personnel. It is fitted with two double berths and wash basin.

The engineroom is located aft of the crew's quarters, and has two built-in fuel tanks with a total capacity of 2500 gals. The main engines are GM 6-110 tandem twins rated at 300 hp at 1200 rpm. They are arranged for air starting and turn 54" x 46" three blade propellers through a 3:1 reduction gear.

Aft of the engineroom is the lazarette, which contains a

(Continued on next page)

A front view of the CYPRESS. The vessel is 85'-8" length overall, 21'-2" wide, and has a mean draft of 5'-7". It is designed to accommodate a minimum of 34 passengers and six crew members.

500 gal. drinking water tank.

Moving forward and topside, the galley is exceptionally large and complete with diesel range, electric refrigerator, stainless steel sink and dish rack, crew's mess table and large coffee maker. The galley floor is finished with 1" thick asbestos.

Aft of the galley is the passenger space, utilizing foam rubber reclining seats similar to those in modern buses. Two booths, with foam rubber cushions and game tables, are also provided. Other conveniences include water cooler, forced ventilation and radiant steam heating.

The pilothouse is fitted with compass, engine controls and gauge boards, chart table, helmsman's stool and setee. Space has been allowed for the installation of radio and radar equipment. The floor is finished with rubber tile.

The *Cypress* has been designed and built in accordance with requirements of the American Bureau of Shipping, U. S. Coast Guard and U. S. Public Health Service.

Outfitted and now on the job, the *Cypress* has turned in a splendid performance record, meeting every expectation of the builder. Maximum cruising speed is 14 mph. Maneuverability is excellent, in that the vessel can turn in its own length; and the *Cypress* has adequately demonstrated its seaworthiness.

The *Willow*, built to the same design, has also been delivered.

The Gulfport Shipbuilding Corporation was founded by Mr. Bruno Schulz in 1931. Mr. Schulz is now chairman of the board of directors, and E. W. McCarthy is president and general manager. During the war the firm built ATA's, seaplane wrecking derricks, garbage lighters and 28 YTB's (102' tugs) for the Navy. Using the basic hull design of the YTB, Gulfport has since built fifty-eight 102 and 105-foot tugs for commercial use. They have delivered to the Navy and private industry an impressive total of 86 of these powerful, rugged work boats.

The latest, the *Unare* — Hull No. 466 — is currently being outfitted for delivery to a major oil company for South American service.

The Gulfport Shipbuilding Corporation builds many types of fine marine equipment for the oil industry, including drilling platforms, dredges, derrick barges, cargo barges, crew and work boats, and fast cruisers for the inshore oilfields.

GULFPORT SHIPBUILDING PERSONNEL—Standing, left to right: Charley Aceves, carpenter foreman; L. W. Kinard, electric foreman; S. B. Mason, safety engineer; H. T. Underwood, paint foreman; H. Schulz, welding foreman; Bruce Hobbs, chief invoice clerk; J. L. Thompson, secretary-treasurer; Joe Gadberry, purchasing agent; Ellis Rouly, plate shop foreman; P. V. Linscomb, assistant yard superintendent; J. C. Kasper, pipe foreman; R. M. Johnston, chief engineer; E. A. Ray, hull superintendent; E. C. Dalton, assistant yard superintendent; R. C. Corley, sheet metal foreman. Sitting, left to right: August Meier, outfitting superintendent; V. A. Schulz, vice-president and yard superintendent; and E. W. McCarthy, president and general manager.

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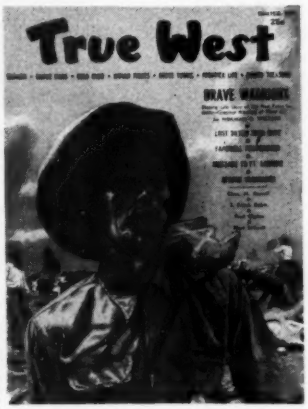

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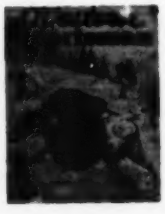

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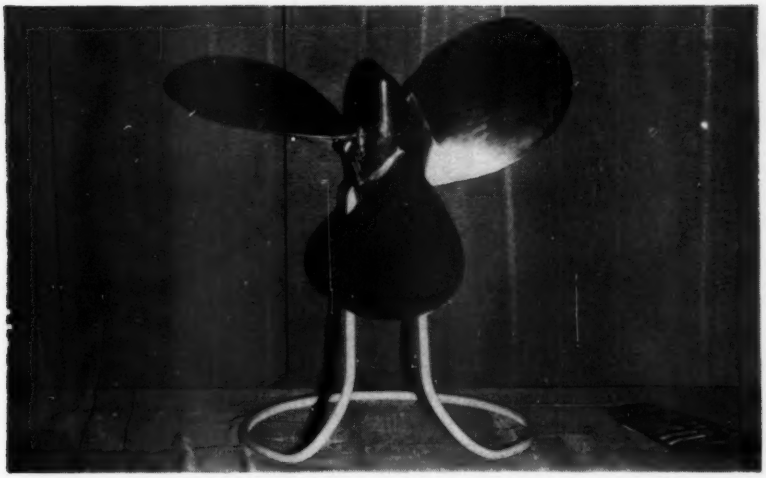

Stainless Steel Propeller Offers Many Advantages

Stainless steel is more ductile, and more easily repaired than bronze. It is tougher and has proven corrosion resistance qualities

FOR many years bronze has been the conventional material for marine propeller use due to its resistance to corrosion in salt water. However, being a relatively soft substance, bronze is susceptible to wear and frequent damage. Avondale Marine Ways, Inc., of New Orleans, has developed a stainless steel for marine propeller use which contains all the corrosion resistant characteristics of bronze and is many times tougher. It has been widely and successfully used on commercial vessels.

The stainless steel used by Avondale is of the austenitic variety similar to 18-8. More specifically it approximates the Alloy Casting Institute designation CF8, which is similar to 304 in the wrought alloy. It differs from these types in having a lower carbon content held to .04% Max. instead of .08% Max., and has a nickel content approximately 2% higher. The chromium content is 20 to 21%.

Physical properties of this material are 75,000 to 80,000 p.s.i. tensile strength; 35,000 to 40,000 lbs. p.s.i. yield point; 45 to 50% elongation, and 50 to 60% reduction in area. As can be seen from these figures the material is very strong, yet very ductile. A ½" x 1" bar can be bent around a ¾" pin and the ends brought together without the material cracking.

The object of the extremely low carbon content is the elimination of intergranular carbide precipitation. When the steel is welded or heated this practically eliminates the possibility of corrosion at grain boundaries. When welded with Columbian stabilized stainless steel welding rod there is no cracking at the margin of the weld and no special heat treatment is required before or after welding. The welds are so ductile a section of the bend can be gouged out, repaired by welding, machined off smooth, and then bent as described with the weld on the outside without signs of cracking. This indicates that a propeller of this stainless steel, if damaged, can be made as good as new in any propeller repair shop where electric arc welding of stainless steel is done.

The good ductility and low carbon content are responsible for the fact that the steel does not require heat treatment after welding or to develop corrosion resistance to salt water, and for the fact that corrosion stress cracking has not been experienced as with Martensitic or ferritic types of stainless steel.

Although stainless steel of the 18-8 variety is more corrosion resistant than the bronzes, it has exhibited a tendency to form deep pits in tanks exposed to salt water. This is because the steel is exposed to salt water in a quiet state as under a barnacle or piece of wood where the water does not contain the usual amount of dissolved oxygen. In the absence of oxygen the steel is in the passive state and occupies a position in the galvanic series of metals near iron which means it will corrode. When stainless steel is exposed to moving sea water as in the case of a propeller or pump impeller there is oxygen present and the steel is in the active state and in a position near monel or bronze in the galvanic series.

Stainless steel has given satisfactory service for power plant condenser pump impeller service, pumping sea water, where all types of bronze have failed in a matter of months due to cavitation erosion. This superior resistance to erosion causes the smooth finish to last longer.

In its effect on galvanic action on steel hulls it will have almost the same effect as bronze because of its almost identical position in the galvanic series.

In actual service on the Intracoastal Canal and Gulf Coast, where many obstructions causing propeller damage are encountered and where there is often salt or brackish water, Avondale stainless steel propellers have turned in a far better operating record than propellers of any other materials. The unusual resistance of stainless steel to damage is due to its modulus of elasticity, equal to that of regular steel and about twice that of bronze. This means two or three times as much force is required to cause the same damage.

Another factor in favor of stainless steel is its high impact resistance (about 70 IZOD) which is approximately two times that of bronze.

TIDELANDS TEST LOCATED

Pure Oil Co. has made location for a 10,500-foot test 12 miles southeast of Galveston, Texas, in the Gulf of Mexico. The test will be drilled on the company's Block 189. The Stanolind Oil & Gas Co. recently completed a dry hole in federal waters 24 miles east of Galveston.

NEW PAY IN MATAGORDA

Union Producing Co. has reported a new pay in the Matagorda Bay area of Matagorda County, Texas. The well, the No. 1 State Tract 100-E, Matagorda Bay, flowed 10,600,000 cubic feet of gas daily from perforations at 6647-53 feet. Gas-liquid ratio is 500,000 to 1.

Nine Companies Band In Two Offshore Combines

Two new multi-million dollar offshore leasing and drilling programs, involving nine companies participating in two separate combines, highlights the tremendous cost of exploring for oil and gas in the Gulf of Mexico.

One of the groups planning operations in this "blue chip" field includes Western Natural Gas Co., El Paso Natural Gas Co., Texoma Production Co., Stanolind Oil & Gas Co., the Superior Oil Co., Tidelands Oil Corp. and the Aluminum Co. of America.

Western Natural holds a one-third interest in the operation.

The group will launch its program with a wildcat on a 10,240-acre tract off Matagorda Island. Western Natural, El Paso Natural and Texoma have done extensive seismic work off this area of the Texas coast. The well will be spudded in some time in October.

The second syndicate, which actually was formed some time ago, is already drilling a well in the Timbalier Bay area off the Louisiana coast. The group includes Western Natural, El Paso Natural, Sinclair Oil & Gas Co., Peoples Production Co. and Sohio Petroleum Co.

Both Texoma and the Peoples Production Co. are subsidiaries of the Peoples Gas, Light & Coke Co. of Chicago, operators of a 30-inch natural gas pipeline serving the Illinois area.

Both groups plan extensive leasing off the Texas and Louisiana coasts—in the tidelands—and will bid jointly on leases to be offered in federal waters in October.

With the exception of Sohio, Superior, Sinclair and Stanolind, it will be the first venture for the other companies concerned into the "blue chip" gamble for oil and gas in submerged areas along the coast and on the continental shelf. That the chips are blue is best illustrated by the fact that these companies have banded together for a combined effort. Both leasing and drilling involves terrific costs.

New Portable Drill Barge Slated For Tidelands Test

World's first mobile unit with a rated depth capability of 100 feet will drill well off Texas coast for Shell

SHELL OIL CO. will drill two exploratory wells off the Texas coast, and the C. G. Glasscock Drilling Company's big new portable drilling barge will be used for one of the tests. The unit, now under construction at the Bethlehem Steel Co. shipyard in Beaumont, Texas, is under contract to Shell.

To be launched in November, the drilling barge is reputedly one of the biggest ever built. It is designed for drilling in water depths up to 100'. Because of its rated depth capabilities, and its departure from standard design, initial operations of the giant unit will be of interest to all offshore operators.

Of twin-hull design, the huge steel legs of the unit are in a raised position while the barge is being towed to location. At the drill site, the legs are lowered and piling is forced into the Gulf floor by hydraulic jacks. The lower hull is submerged The procedure is reversed to raise the unit to the free floating position when moving to a new location.

Dimensions of the service platform are 80' x 50' x 15'. The drilling platform is of identical size. Lower hull dimensions are somewhat larger. Attached to the service platform is a landing deck for helicopters.

Shell will drill one of its tests in the San Luis Pass area off the coast of Brazoria County, Texas, about 17 miles northeast of Freeport. Water depth will be about 40 feet. The company will also drill a test 11 miles south of Port Aransas, off Nueces County. This is the Mustang Island vicinity, and also in water depths of approximately 40 feet.

RIG & DECK

World's biggest non-self propelled drilling tender was launched a few days ago, and we popped some vest buttons over the fact that it's named after a man who had an article in last month's OFFSHORE OPERATIONS.

J. C. Craig, of Continental Oil Co.

Watching Mrs. Craig smash a champagne bottle, and splash bubbly water on the deck, we couldn't help but feel it was a solemn moment and a signal honor for her husband.

Funny thing, too. We've watched about fifty people leaf through that first issue of our magazine. Forty-nine of them spotted Jim Craig's article and picture, said "Why, I know that man!" — and grinned.

A big, friendly grin.

Fellow who didn't know him was from London, England.

We also bumped into E. W. Dupont, of Morgan City, at the launching ceremonies. We'd met before. We both agreed on that. Trouble is, neither of us could remember where or when.

But I know that big, tall cuss from some'eres!

Another E. W. is our charter subscriber. Very first. Mr. E. W. McCarthy, president of the Gulfport Shipbuilding Corp. in Port Arthur, Texas. If somebody'll donate a gold plaque, we'll sure present it to him.

Talking to Arnold Walker, over in Pascagoula, Miss., kind of gave us the blues. After a spell of hard work, he was fixing to let his shipyard run itself for four days while he went off on his boat to do a little fishing. Fellow ought to rest up like that once in a while. In fact —

Nope, there's too much work to be done this month.

Ran into another fishing enthusiast Dick Schwab, an oil operator in Houston. He's just come back from trying out about half the streams in the west. Now he's thinking about taking off for the lonesome stretches of the Llano, up in Mason County, Texas, where we used to throw flies and paraphenalia at the bass.

You know, wading up a little white water, watching that fly float, seeing a shadow dart up —

By gosh, that work can just wait! We're going fishing, too!

See you next month.

—The Editor

The Roughneck's Lament:

ME AN' MY RAG!

For some of you white-collar gents who came up the hard way, this yarn should bring back pleasant (?) memories

"YOU can't use my real name," he protested. "Them other boll weevils would kid me off the rig. And how can I talk about the bosses if you use my name?"

We'll call him Bill. He's in his fifties. He can remember rotaries and coming out joint by joint. He can remember doghouse and sinking wildcats on a single tank of water. And the mud? "Just reach out in any direction and pick it up."

For three years he has worked on a drilling barge off the Gulf coast. He sat on a bunk, a magazine by him, sipping coffee from a china cup and stirred his sugar with a real spoon.

"It's easier in some ways," he said, comparing his present plight with the Mirando City field of his boyhood. "There ain't the mud, the back-breaking tong work, the boiler that's liable to blow up. These boll weevils gripe (that wasn't the verb he used) about a boat ride when the water is a little rough. H--l, they oughta be glad they ain't fighting mud and ruts two feet deep in their own car and on their own time.

"Twelve hours we used to work, and how we got from town to that wildcat and back was our worry.

"When we did get there, and if we were lucky and the guy sinking the hole wasn't, we didn't get oil on us. But we got dirty. We did our snoozing and crap-shooting in a doghouse six feet wide and four feet high. Nobody ever thought of sweeping it out. We ate our lunch cold and you ain't seen a thin sandwich like them boom town restaurants dished out in a paper sack at six-bits each. Cold bread and what meat there was between dried out.

"I said twelve hours. We worked 'til the next shift came. That could be any time after midnight or noon. The boys had started, we knew that. But a tire blew out. They got stuck.

"Then maybe half the crew showed up drunk. Had to sleep it off a couple of hours. If the driller came out, we had to stick around. Back to town finally. Beer or whiskey, a moon game or two, and there it was. Another day and another dollar. Except you'd already spent the buck and borrowed another.

"Look at us now," the roughneck went on. "Boat waiting. Electric lights you can see by. No breaking out the stem by hand. Coming out of the hole in 20 minutes and not shouldering the joints yourself. Even a shower bath. And a toilet seat instead of pointing your rear south.

"Yep, it's a lot easier, some ways," said Bill. "But it's still just a job. Gotta keep all this shiny stuff clean. Most of the time you ain't roughnecking, you're rubbing with a rag. Tiniest spot and the driller hollers. Can't sleep off a drunk out here. Can't get into a good crap game. There ain't a walk-around (hip pocket bottle) in the whole bunch.

"Maybe there was something to them old days. Least you didn't spend all your time with a rag. And them old-timers, they knew the stories. Had been a lot of places."

He sighed and rose from the bunk. "Well, gotta go. Me and my rag, we gotta get busy."

—Curt Bishop

Pipe storage racks in the hold of Gulf Oil Corporation's drilling tender M. V. EAGLE. Each layer of racks is firmly locked into storage position to eliminate possible displacement due to the rolling of the vessel in heavy seas. The lift trucks pictured work in tandem, and hoist the pipe through the deck hatches where it is secured to tramway carriages to be carried to the drilling platform.

This *GUEST FEATURE* Month's

A LOOMING FRONTIER...

By BASCOM GILES

Texas Land Commissioner

IT IS a pleasure to discuss the future of Gulf of Mexico petroleum and gas deposits for the readers of OFFSHORE OPERATIONS.

Or shall I—since I am here among not only a friendly but an informed audience—say speculate about?

The subject is not new to me by any means, but most of the time I am presenting the future of those submerged lands to people who are just now beginning to realize the truth that was positive to me a decade ago, and to all others associated in any way with the oil and gas industry.

BASCOM GILES

That, of course, is that the waters of the Gulf are already more than a looming frontier with a new challenge. Men and companies of vision are already out there, and more are coming.

The School Land Board of Texas (the governor, attorney general and land commissioner as chairman) plan an offering of Gulf of Mexico leases in late November or early December. As this announcement in OFFSHORE OPERATIONS is the first, please let me ask the usual favor and be sure of the usual cooperation from the industry. As soon as our plans are definite, we will advise all our mailing list of interested operators and buyers and then will be glad to receive requests for tracts to be offered.

What leases will be available at this sealed bid auction will depend largely upon the response, our usual practice in both submerged and upland areas.

We anticipate an enthusiastic reaction to those offerings. I can recall clearly our uneasiness when we resumed leasing after the years of our inactivity because of doubtful ownership. The cash bonuses paid into the Texas Permanent Public School Fund more than tripled what we had dared to hope for.

Every drilling location set, every dry hole, every producing well is recorded, of course, in our office. But I know full well the thoroughness and energy of men seeking new oil deposits. Whatever individual bit of information I could pass—"tip" if you put it that way—is already old news to the man expertly studying a potential oil basin which has to be valued in the billions anyway you look at it.

But I will briefly give you a compilation of "tidelands" activities as of Sept. 1. Of over 2,500,000 acres within the three-league limit, some 550,000 are under lease at present. These have brought bonus payments to the Texas school fund of almost $38 millions, an average of $56.10 per acre per year. Rentals and royalties swell those payments by over $700,000, making the total receipts to Texas as about $41 millions. (Figure includes payments of all kinds, including exploring fees, etc.).

The first lease was issued June 9, 1922. The first production came March 10, 1940. The first well was drilled Aug. 13, 1938. A total of 22 wells have been drilled with 11 dry holes, six producing wells and five wells abandoned.

There are 454 leases active within the three-league limit.

Of the pending and future lease sales by the State of Texas—the same policy will be continued. Requests will decide not only locations but number of locations. We want to continue our record of moving WITH the industry, not against it.

Your official notifications of the early Winter sale will reach you shortly in the mails.

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OFFSHORE DRILLING MEETS OPPOSITION ON WEST COAST

Resort and residential areas along some parts of the coast of Southern California, one of the most highly developed tourist regions in the nation, have made it plain that they oppose offshore tests of any kind in adjacent waters. Civic groups from some of the towns and counties have proposed a ban on overwater exploration near these congested areas.

While a well is presently being drilled from a man-made island off the coast of California, most exploration has been done with directional holes from land drilling sites. Permits have been made to Richfield Oil Corp. and Standard of California to do geophysical work off the coast, however.

H. L. Hunt Has 100,000 Acres Leased In Tidelands Gamble

H. L. Hunt, whose successful wildcatting in the past has oil operators everywhere closely watching his every move, has aroused further speculation by the scope and manner of his entrance into the offshore field.

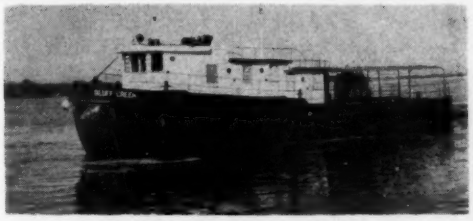
The Dallas independent, who is said to be one of the ten wealthiest men in America, bought 66 leases at the last auction of Texas lands in the Gulf—all within the three league limit. His bids were relatively low, considering the high cash bonuses paid by some of the majors for leases he bid on.

For instance, the Hunt interests offered $5,643.75, or $5.25 per acre, for State Tract 945 off Kleberg County, Texas. The tract includes 1,075 acres. The lease went to Standard for $777,227.13.

Hunt ended up leasing approximately 100,000 widely scattered acres of the tidelands for a comparatively modest outlay of about $500,000, or for an average bonus payment of $5 per acre. This compares with Gulf's average of $500 per acre at the same sale, and Magnolia's average of $350.

"Herman! You might launch a drilling tender that way, but not a baby!"

EXPLORATION VESSELS . . .



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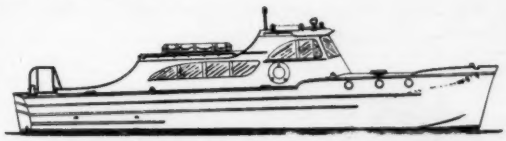

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The Slush Pit...

They had just kissed long and passionately. He was still breathing the subtle perfume with which she had daubed the lobes of her dainty ears.

"Crocus?" he murmured.

"No darling," she replied, "but I sure thought for a minute it was going to."

★ ★ ★

Kindly clergyman, pinching little boy's knee: "And who has nice chubby pink legs?"

Little boy: "Marilyn Monroe."

★ ★ ★

Gentlemen may prefer blondes, but I think that the fact that blondes know what gentlemen prefer has a lot to do with it.

★ ★ ★

Fellow took his aunt out riding,
Though icy was the breeze.
He put her in the rumble seat
To see his anti-freeze.

★ ★ ★

Toolpusher: "Is this ice cream pure?"
Waiter: "As pure as the girl of your dreams."
Toolpusher: "Gimme a package of cigarettes."

★ ★ ★

Are you a good carpenter?
Sure.
Well, how do you make a Venetian blind?
Stick your finger in his eye.

★ ★ ★

"When is the only time a woman is justified in spitting in a man's face?"

"When his moustache is on fire."

★ ★ ★

The wife heard the telephone ring and saw her husband answer it. She was puzzled to hear him say, "I don't know. Why don't you call the weather bureau?"

After he hung up, she asked, "Who was it, dear?"

"Ah, some sailor, I guess," he replied. "He wanted to know if the coast was clear."

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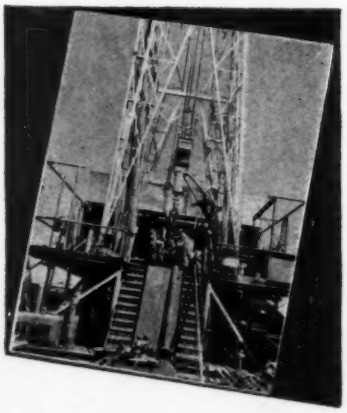

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You know that filthy luchre is just loaded with germs! You don't want to catch anything, do you? And if you carry it long enough, you'll wear holes in your pockets.

So just stuff a couple of dirty bucks in an envelope, mail it along to us with the filled-in card you'll find below, and we'll slap your name on our mailing list. That way, you'll be assured of getting OFFSHORE OPERATIONS every month.

Or maybe you can't stand the thought of it! Maybe you shudder at the prospect. In that case, just send it to somebody you don't like — nothing worse could happen to him!

Oh, yeah, if you can stand it for two years, three of those old filthy dollars will bring it to you that long.

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The "Challenger" is just one example of the fine design, construction and craftsmanship that can be expected of boats built by Sewart Seacraft. See Sewart Seacraft FIRST for your BOAT requirements.

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